

BookletChart™

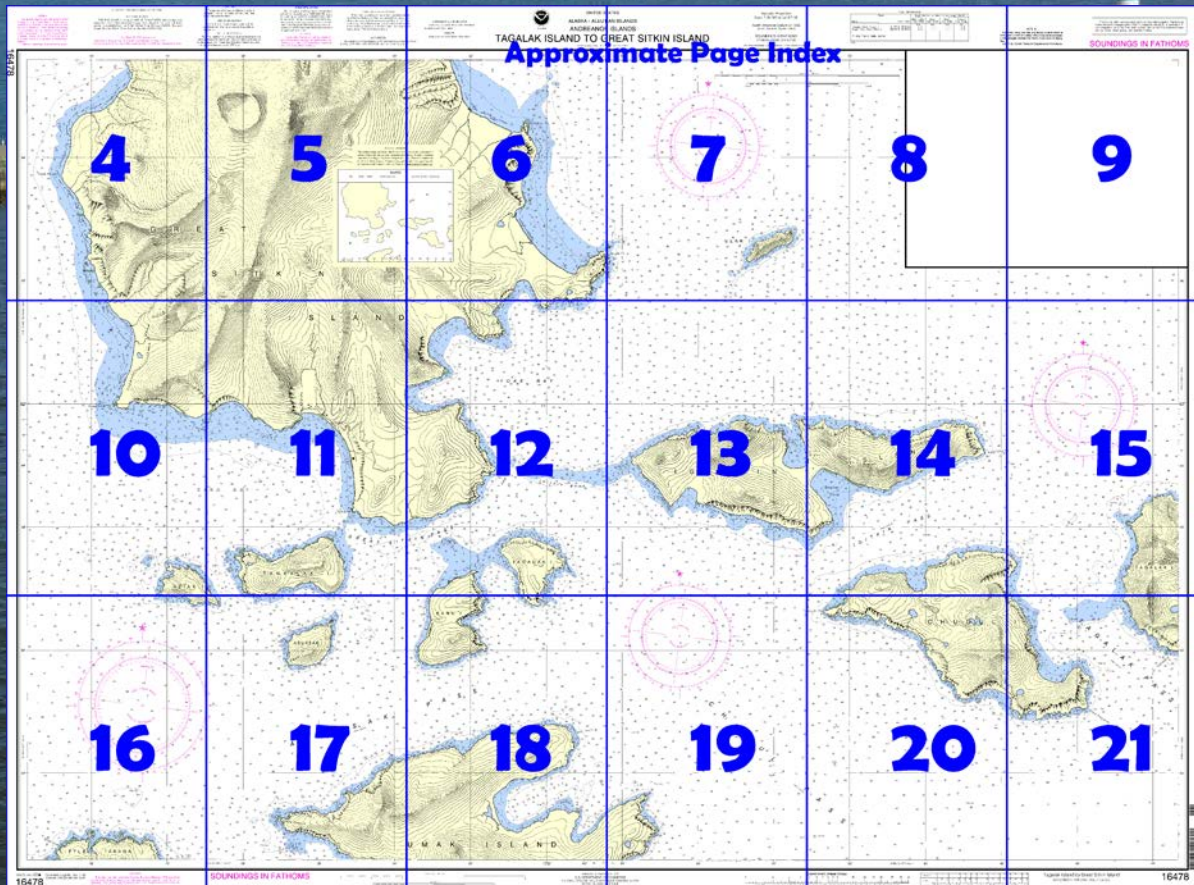
Tagalak Island to Great Sitkin Island NOAA Chart 16478



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

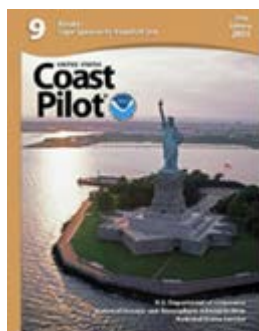
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16478>.



(Selected Excerpts from Coast Pilot)

Chugul Island is 4.5 miles long from NW to SE and 2.5 miles wide from N to S. The highest summit reaches 1,668 feet. There are several small lakes and streams on the island. The coast is generally steep and rocky, but there are indentations with sandy beaches at the heads. **Cape Kagalus** marks the SE extremity of the island.

Igitkin Island, about 1 mile NW of Chugul Island, is 5.5 miles long and quite narrow. It is divided into two parts, connected by a

low isthmus about 0.3 mile wide.

Igitkin Bank, with depths of 1 to 10 fathoms, extends 2 miles W of **Igitkin Point**, the W extremity of the island.

Shelter Cove is a small cove opening on Igitkin Pass. It is not recommended as an anchorage due to its size, rock bottom, and its exposure to draw winds from N and S.

Igitkin Bight probably affords partly sheltered anchorage for small vessels; it is presumably subject to the same draw winds that prevail at Shelter Cove. It is about 0.8 mile long and has an entrance about 0.3 mile wide with black sand bottom. Depths inside range from 6 to 2 fathoms, but there are rocks and foul ground varying distances offshore. The bight is open to the N.

Igitkin Pass, separating Chugul and Igitkin Islands, is clear and deep and perhaps the best pass from the N and E to Kuluk Bay. It is 3.5 miles long and the navigable channel is about 0.5 mile wide at the narrowest point at the W end. A midchannel course of **248°** leads directly into the pass N of Umak Island through which entrance into Kuluk Bay can easily be made. Tide rips have been reported between **Kingfisher Point**, on Igitkin Island, and the NW point of Tagalak Island, between Kingfisher Point and the E end of Chugul Island, and at the W end of Igitkin Pass. When the current is setting W through Igitkin Pass there is a strong S set near the W end of the pass.

Chugul Pass (see also chart 16460), between Chugul Island on the E and Anagaksik and Umak Islands on the W, is about 4 miles wide, and is deep and clear.

Next to Atka Pass, Chugul Pass, in combination with Asuksak Pass, is considered the best passage from the Bering Sea to the Pacific between Seguam Pass and Adak Strait. It is the best passage to Kuluk Bay from the SE. Prominent landmarks that can be used during the approach from S and E are the island of Anagaksik; Cape Azamis, the SE tip of Little Tanaga; the prominent, two-fingered pinnacle near the SE end of Chugul; and the conical-shaped island of Ikinak. From a position 3 miles E of Anagaksik, a course made good of **303°** will pass Cape Ruin, the NE tip of Umak, at a distance of 1 mile. From this point, making good a course of **263°** will lead down the middle of Asuksak Pass, passing 1.5 miles off Cape Chakik, the W tip of Umak. Throughout Chugul Pass are strong tidal currents. In thick weather, dead reckoning is difficult because of these currents.

Ulak Island is about 2.3 miles E of Bugle Point, the E extremity of Great Sitkin Island, and about 2.5 miles N of Igitkin Island. It is a barren rock, about 0.9 mile long, 0.2 mile wide, and 675 feet high. Deep water is close to the island on all sides, except the SW point where rocks extend. Yoke Bay, on the SE coast of Great Sitkin Island, has three arms. The best anchorage of the three is the middle or **West Arm**; it is about 1,500 yards in extent and affords anchorage in about 20 fathoms. The bottom is sticky hard mud, affording good holding ground. Limited anchorage space is available in both **North Arm** and **South Arm**. The bay is subject to williwaws, but their effect is not serious on ships equipped with good ground tackle. Yoke Bay is open to swells from the Pacific Ocean from the SW, although they are somewhat broken in their approach by nearby islands; it is entirely open in a NE direction to the Bering Sea.

Great Sitkin Pass is between the S peninsula of Great Sitkin Island and the islands of Igitkin, Tagadak, Kanu, and Tanaklak. The pass has depths of 7 fathoms or more. Between **Zaliva Point** and **Passage Point** currents of 2.5 knots have been observed and greater velocities are to be expected. **Yoke Pass** is at the N entrance to Great Sitkin Pass, between Igitkin Bank and Rip Point. Because of tide rips, currents, and the frequent changes of course required, Great Sitkin Pass is not recommended.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau

Commander
17th CG District
Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

HEIGHTS

Heights in feet above Mean High Water.

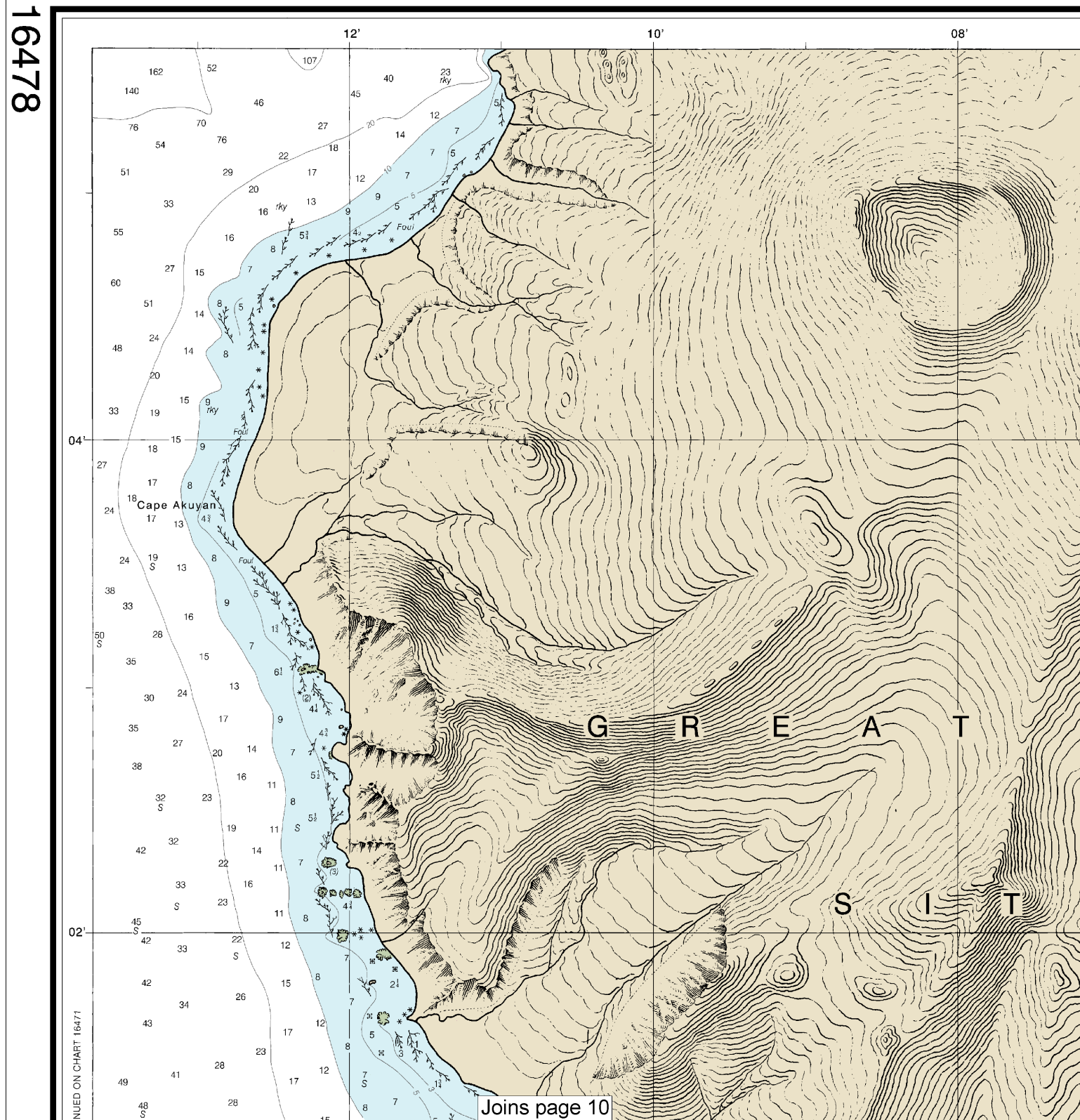
AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

16478



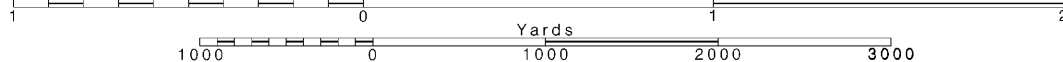
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000
Nautical Miles

See Note on page 5.



AREA TO BE AVOIDED (ATBA)

The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN 1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.826" southward and 8.640" westward to agree with this chart.

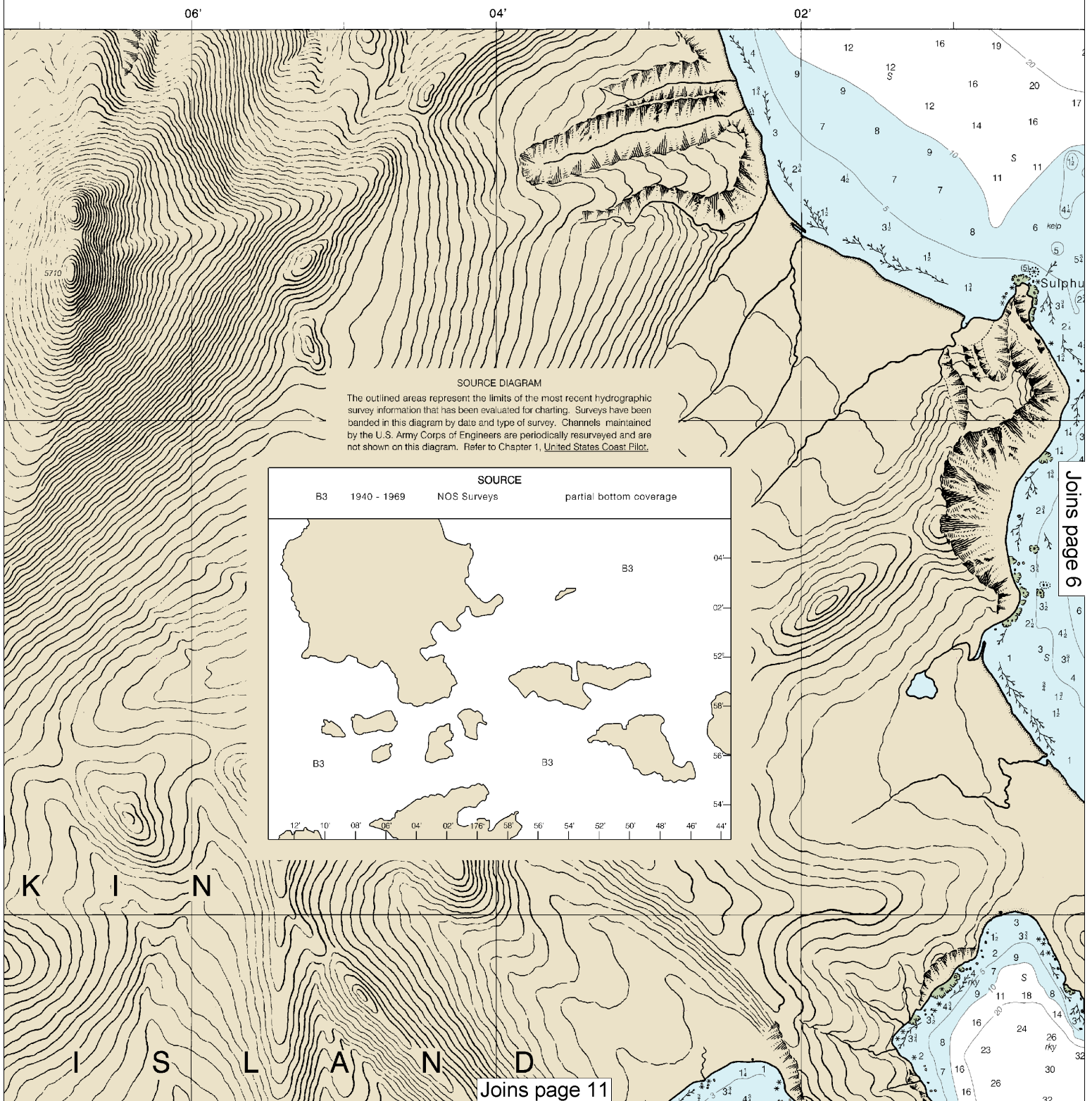
AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.



For Symbols and Abbreviations see Chart No. 1

TAGALAK



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:40000. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.825" southward and 8.640" westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.



For Symbols and Abbreviations see Chart No. 1

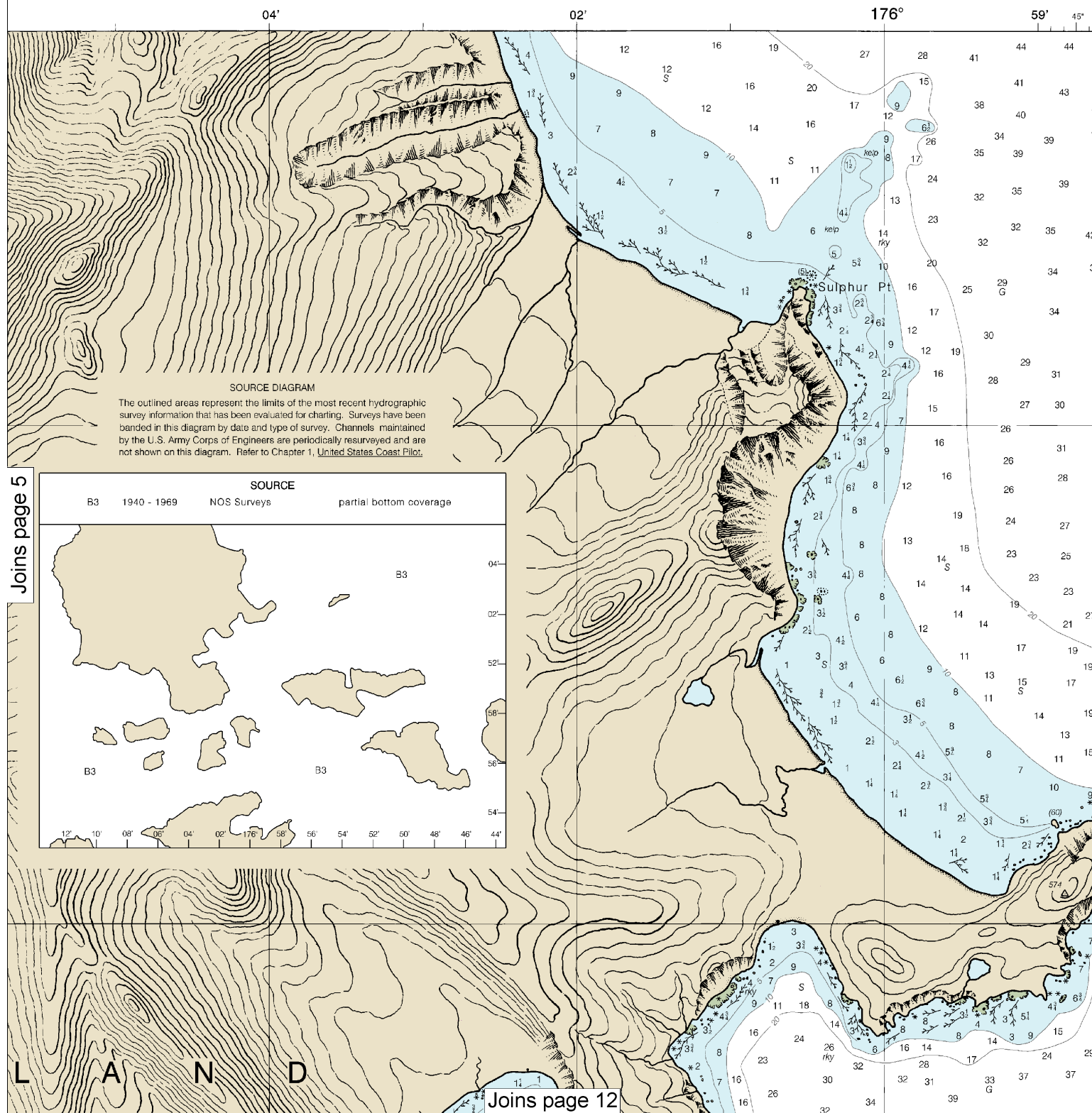
UNITED STATES

ALASKA - Aleutian Islands

ANDREANOF ISLAND

TAGALAK ISLAND TO

Formerly C&GS 9139.



Note: Chart grid lines are aligned with true north.

ED STATES

LEUTIAN ISLANDS

NOF ISLANDS

GREAT SITKIN ISLAND

9, 1st Ed., Mar. 1944 KAPP 2497

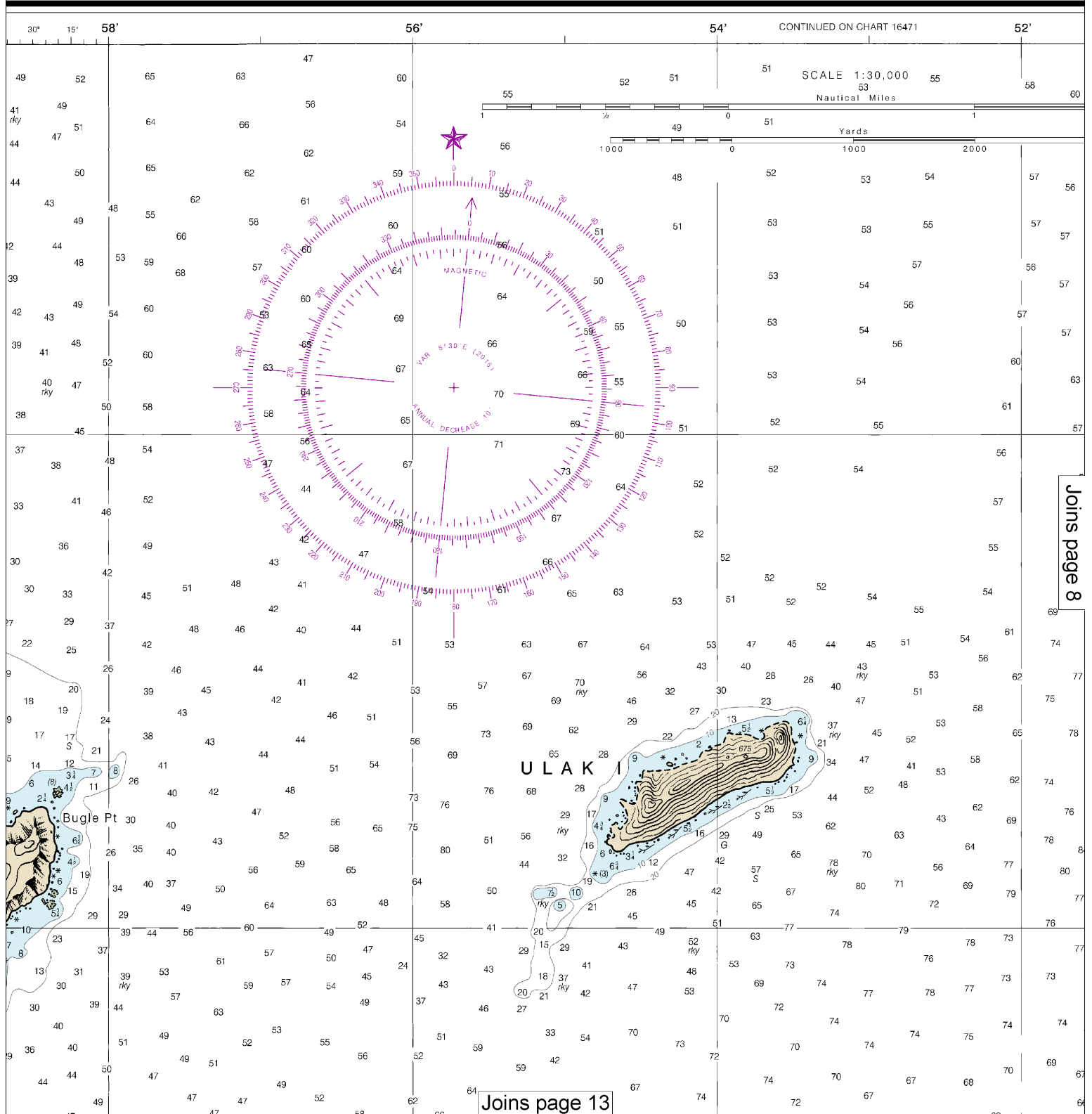
Mercator Projection
Scale 1:30,000 at Lat 51° 58'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

NAME
Bugle Pt
Tanaga
NOTE:
Dashes
Indicate
fathoms
(Feb 2015)



11th Ed., Feb. 2015. Last Correction: 12/10/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

7

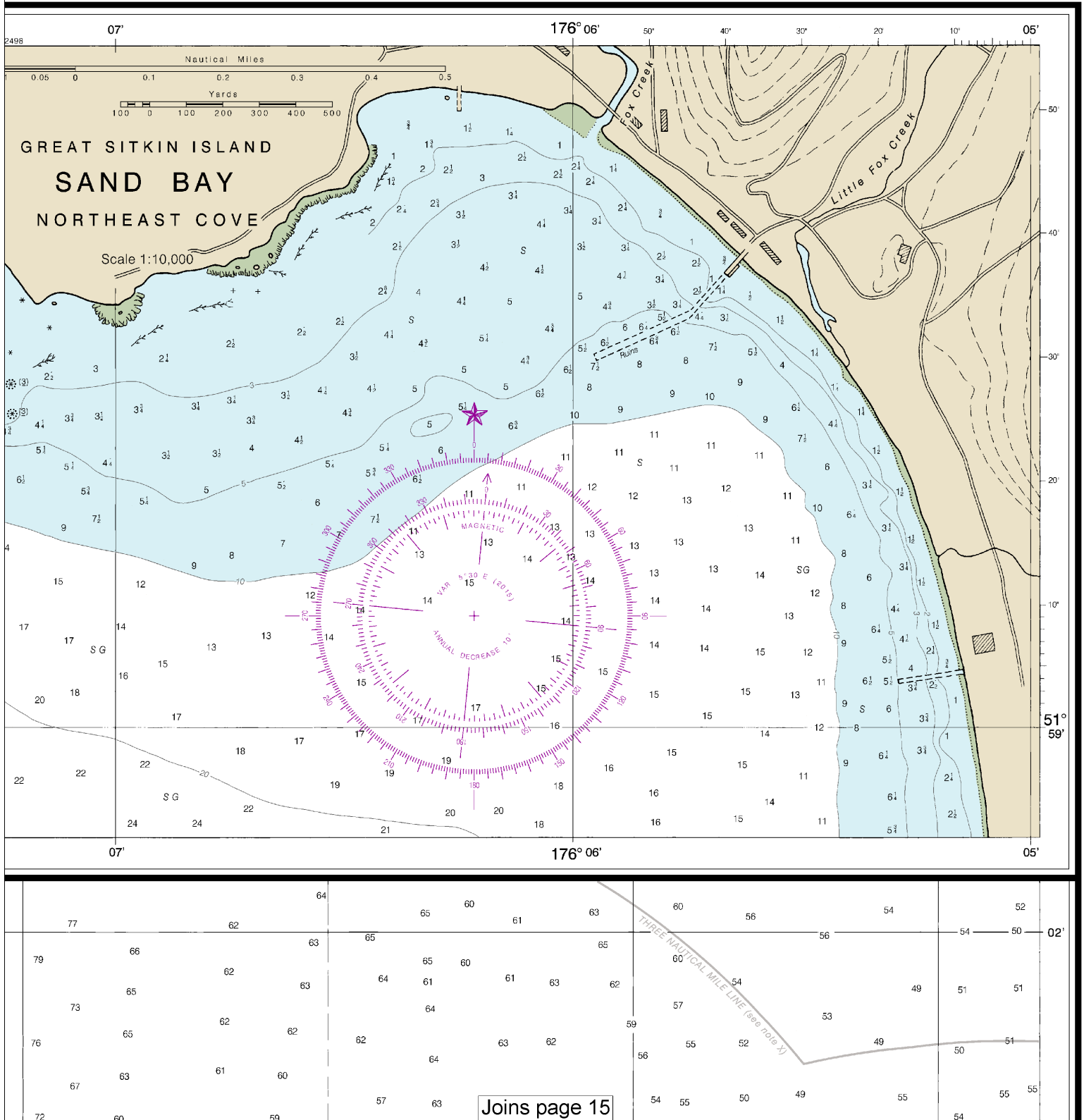
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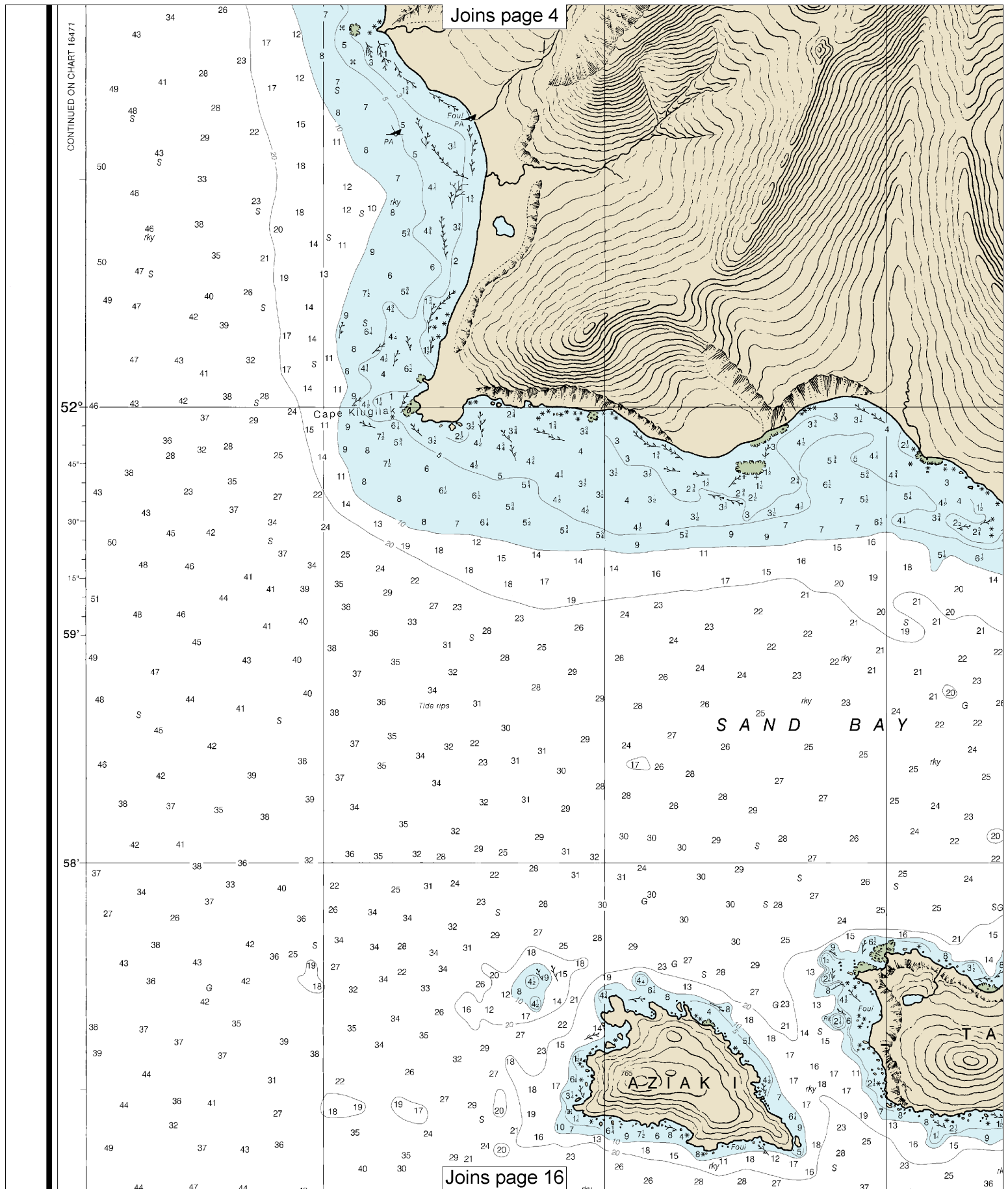
All soundings referred to datum of soundings (MLLW)		
High Water	Mean High Water	Mean Low Water
feet	feet	feet
3.3	3.3	3.3

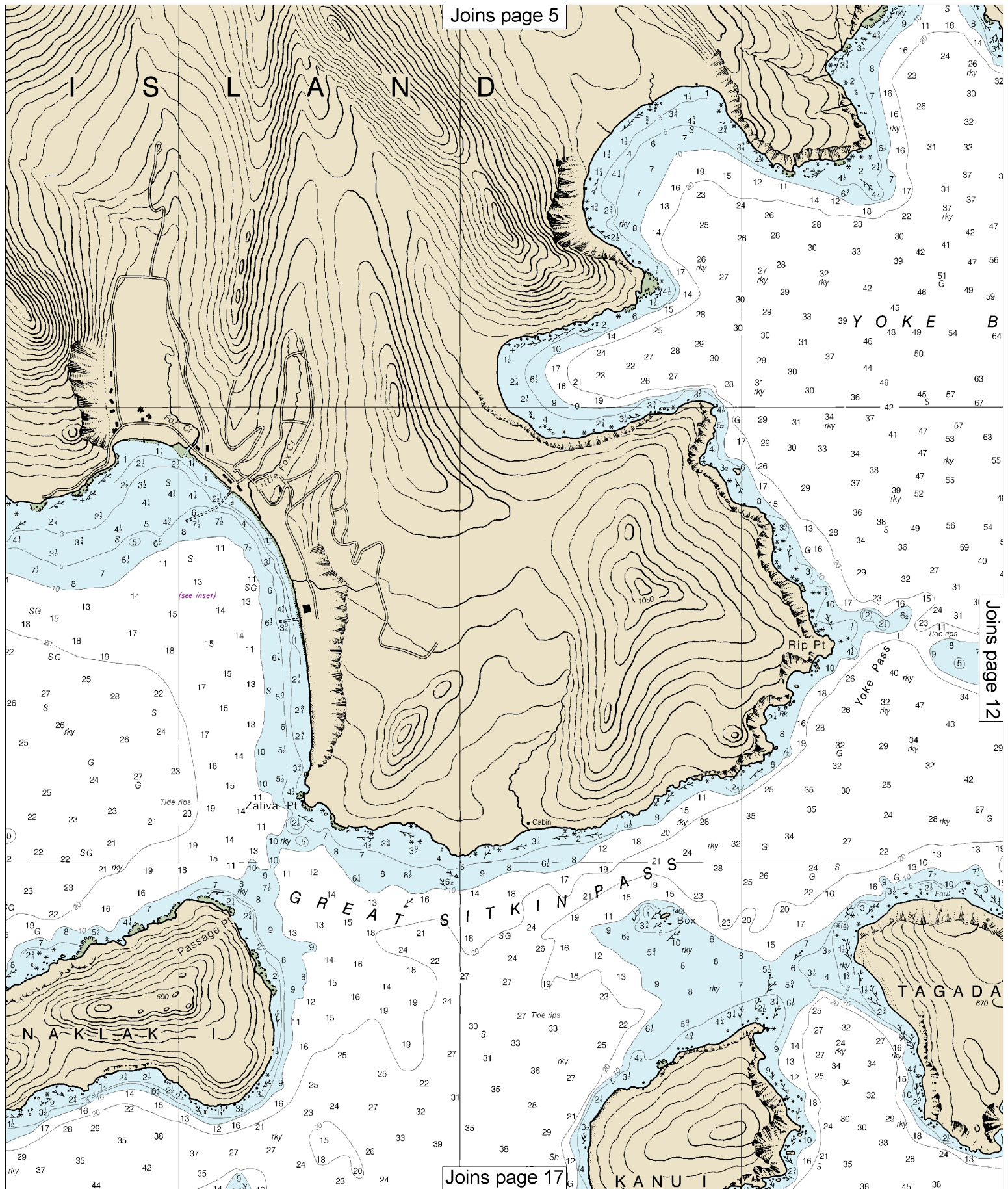
NOTE B
 Extremely heavy tide rips and strong currents which at times make control of a vessel difficult may be encountered in the passages between the Pacific Ocean and the Bering Sea.
 (See Tidal Current Tables for Supplemental Information).

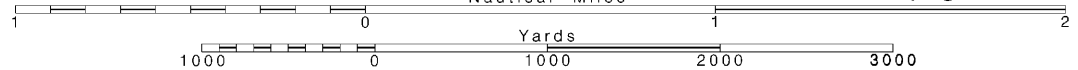
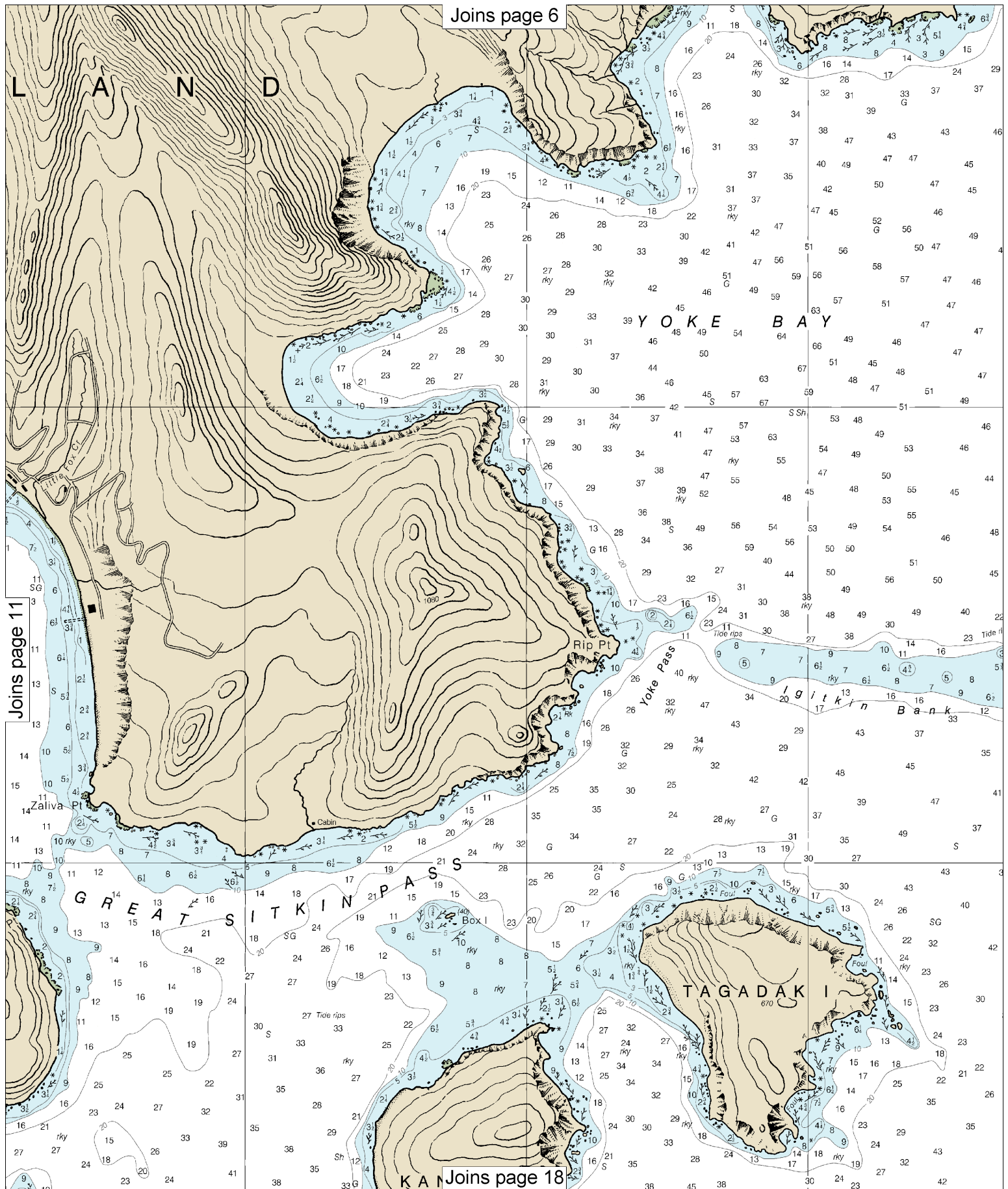
NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

SOUNDINGS IN FATHOMS





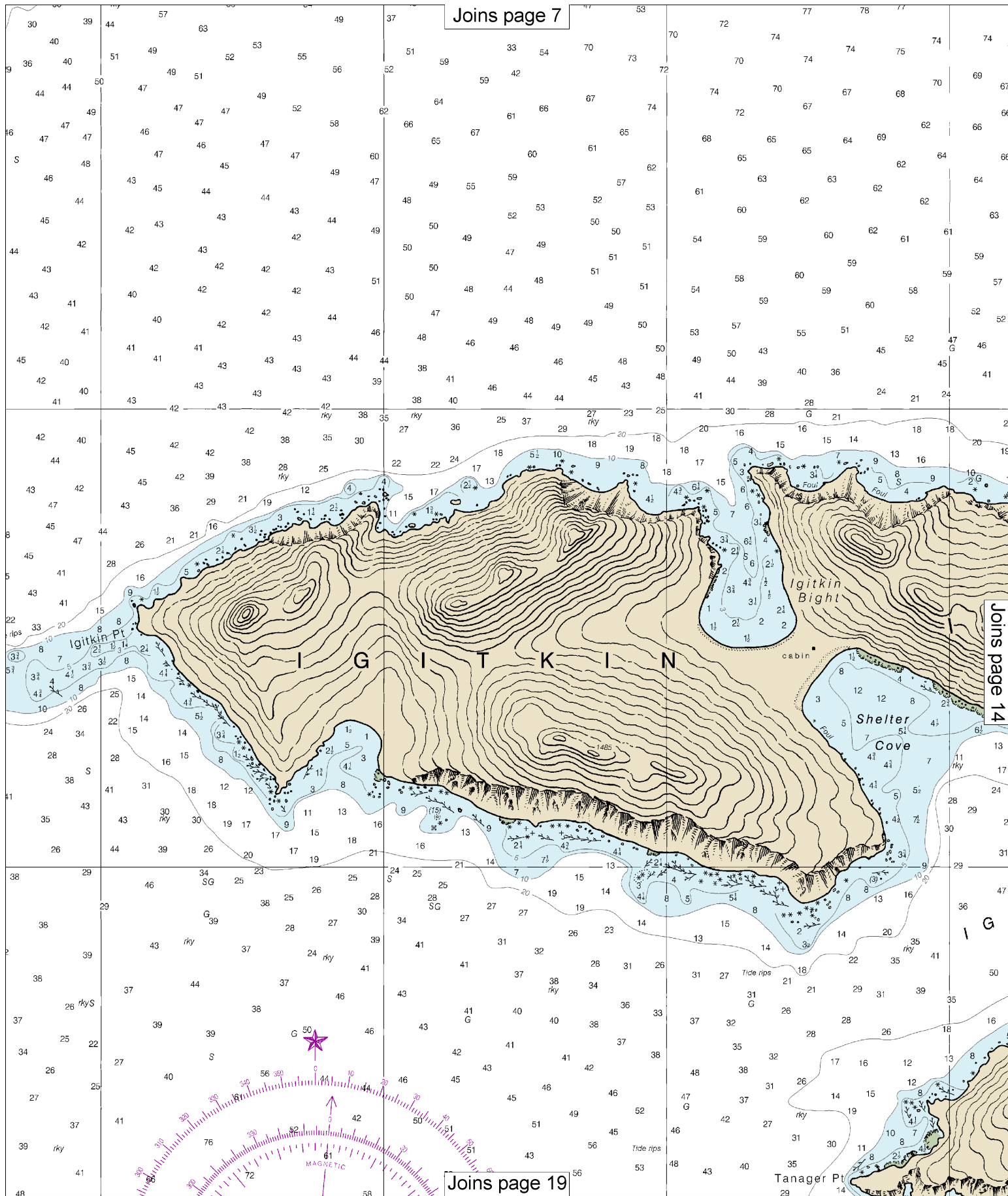


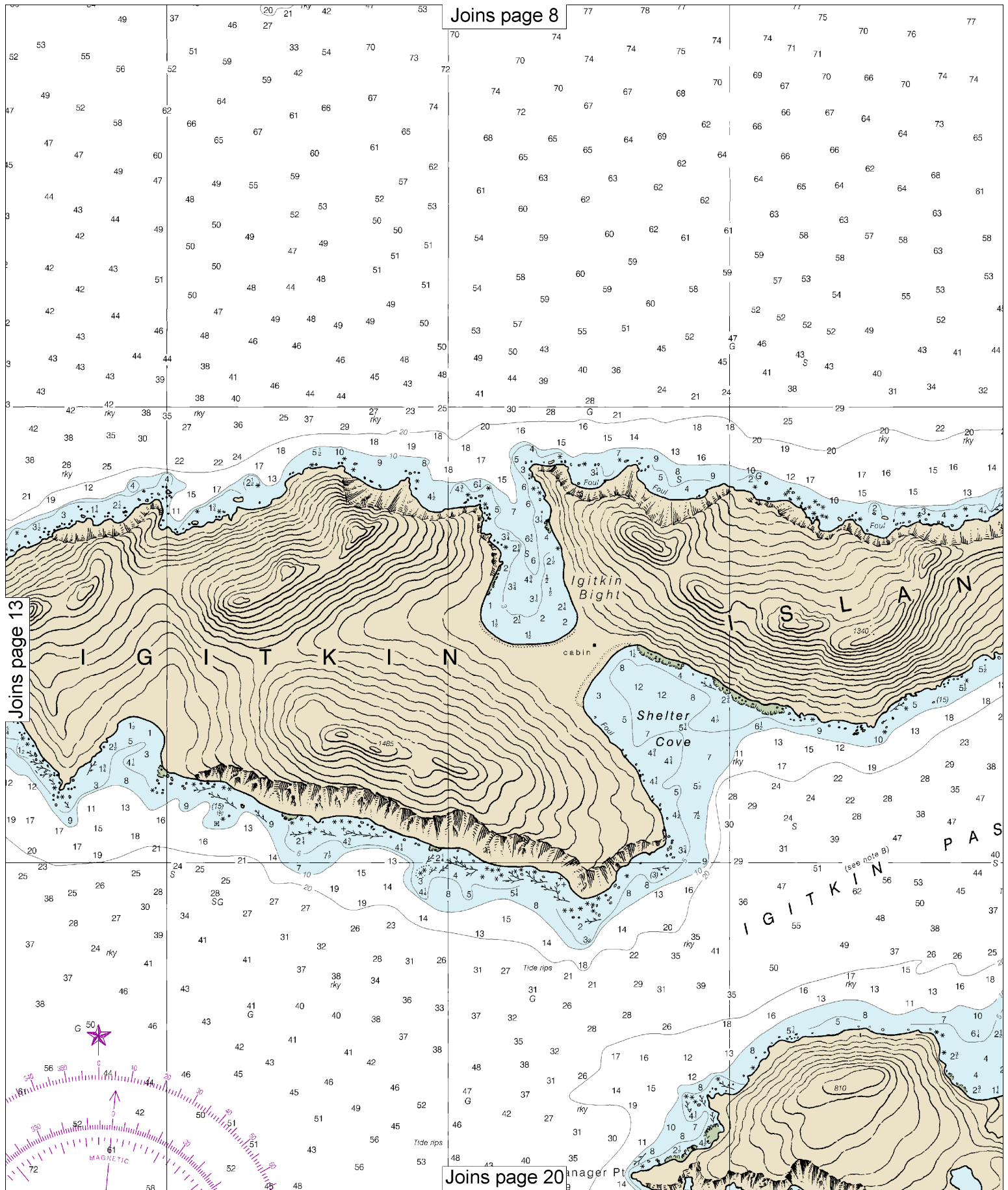


Joins page 7

Joins page 14

Joins page 19



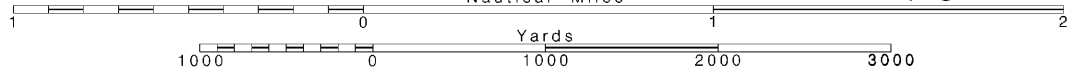


Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

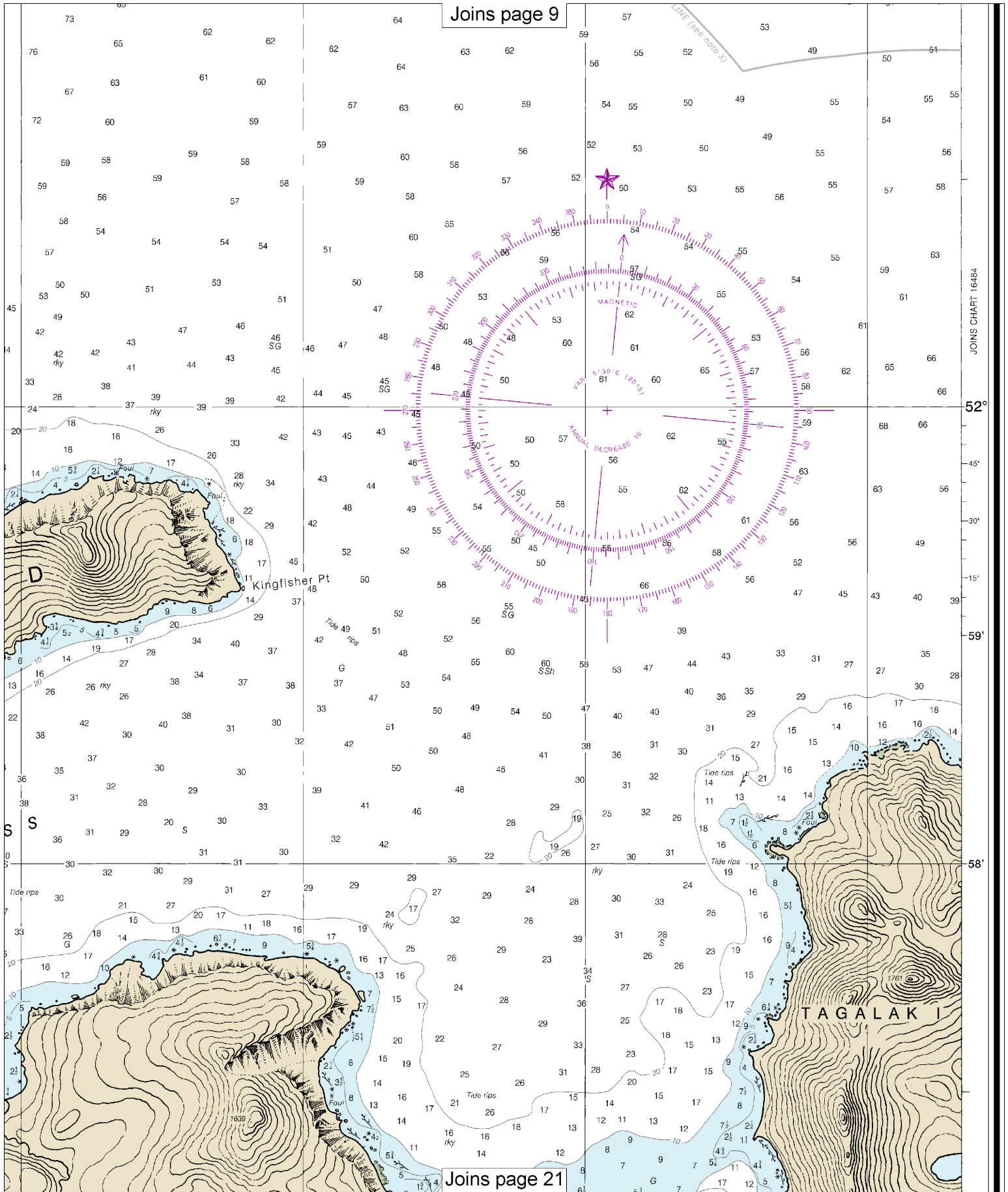
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Nautical Miles

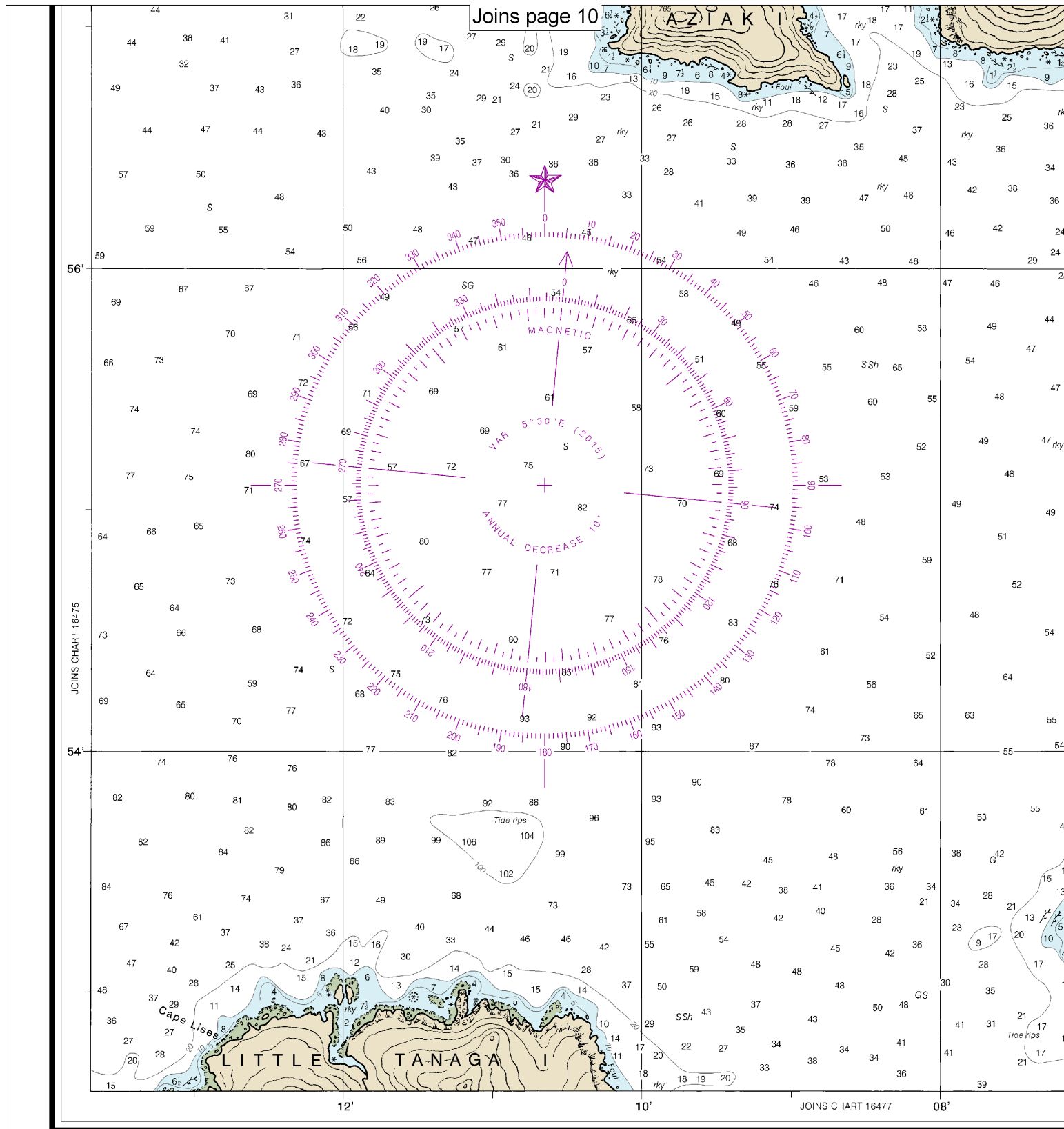
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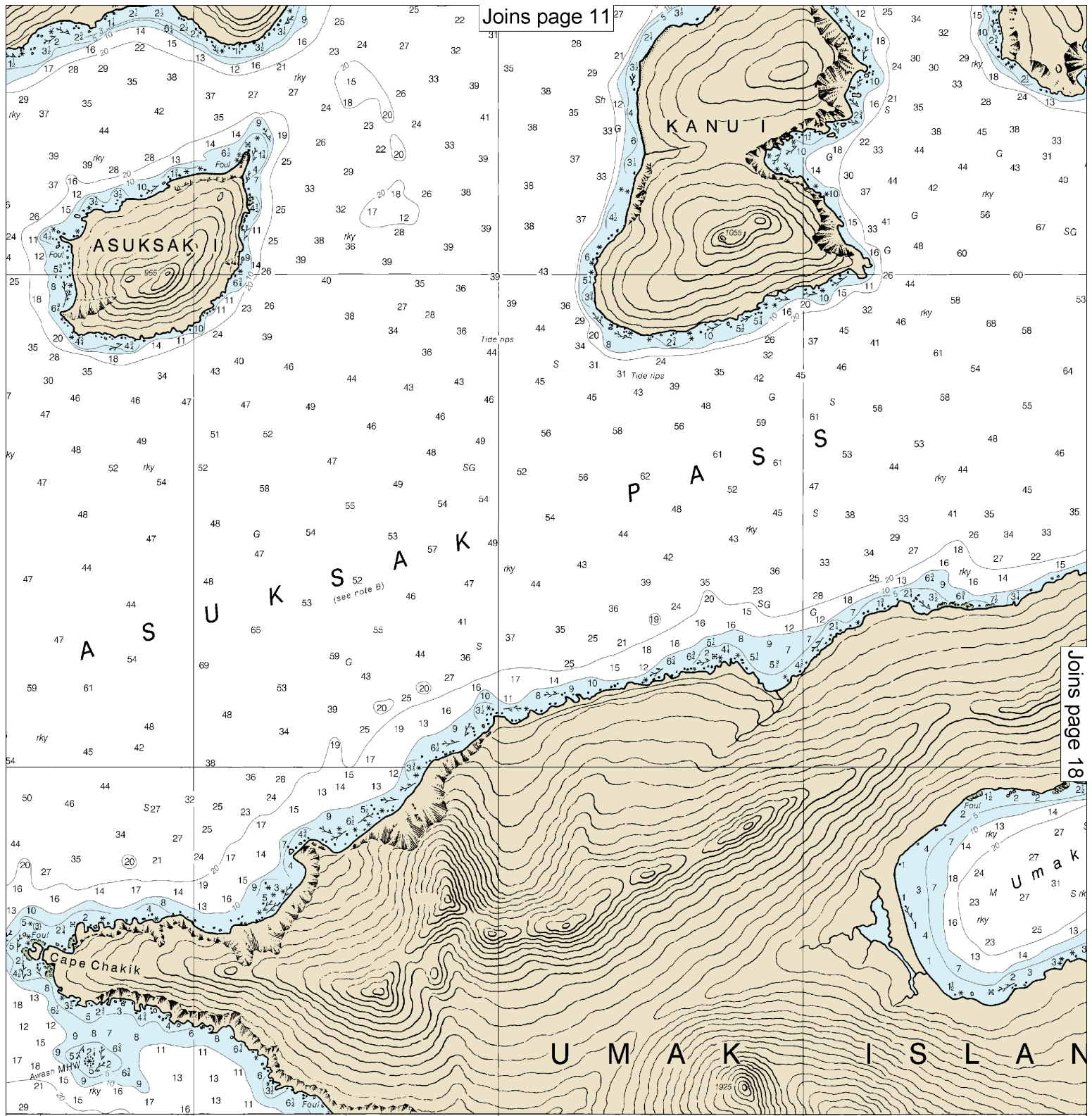


LINE (see note X)

JOINS CHART 16484

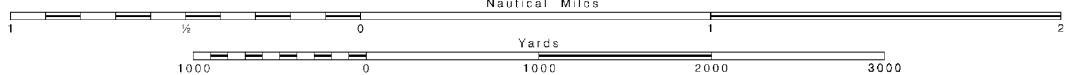


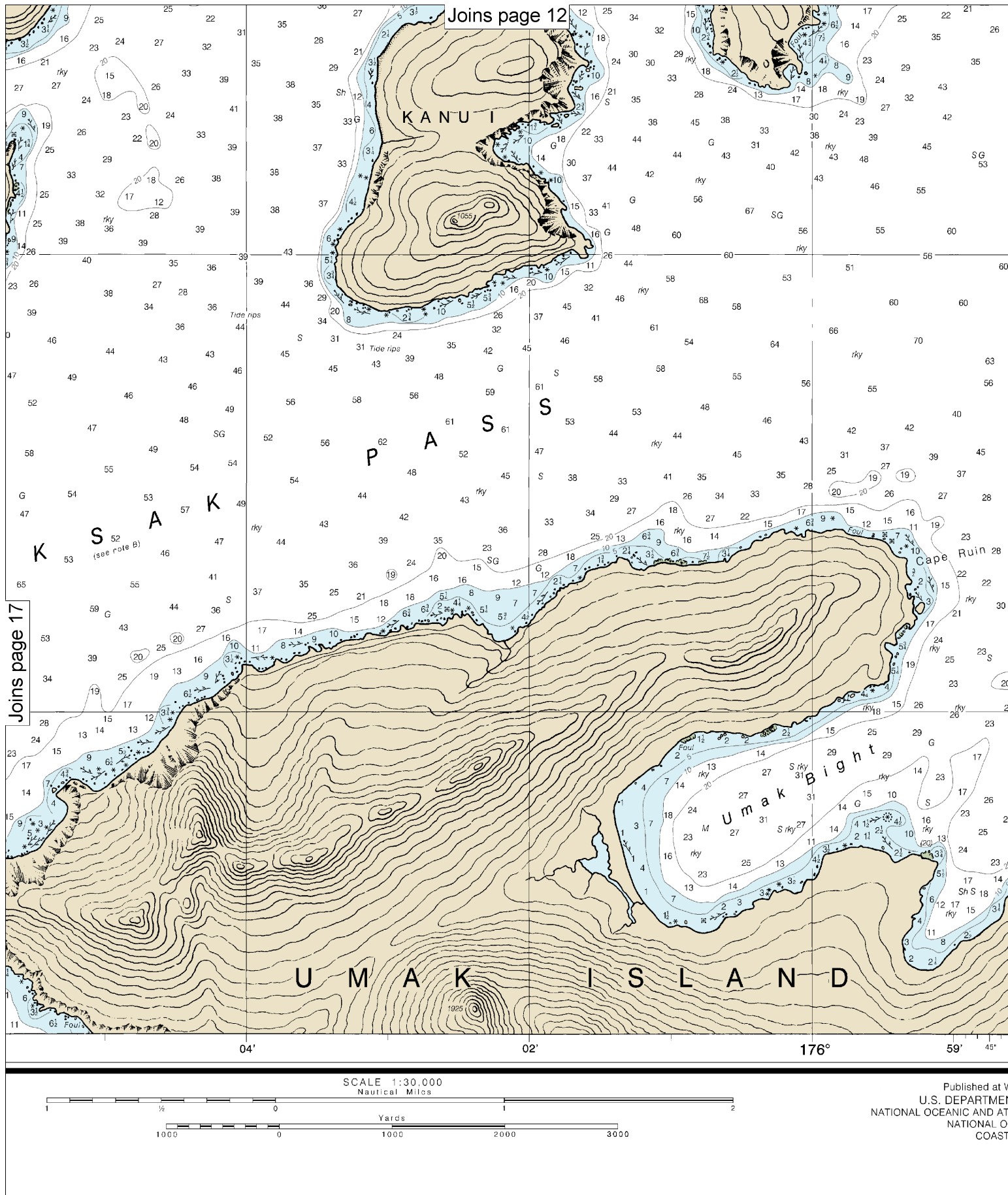




FATHOMS

SCALE 1:30,000
Nautical Miles





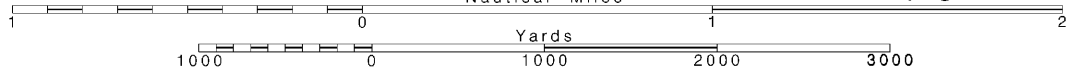
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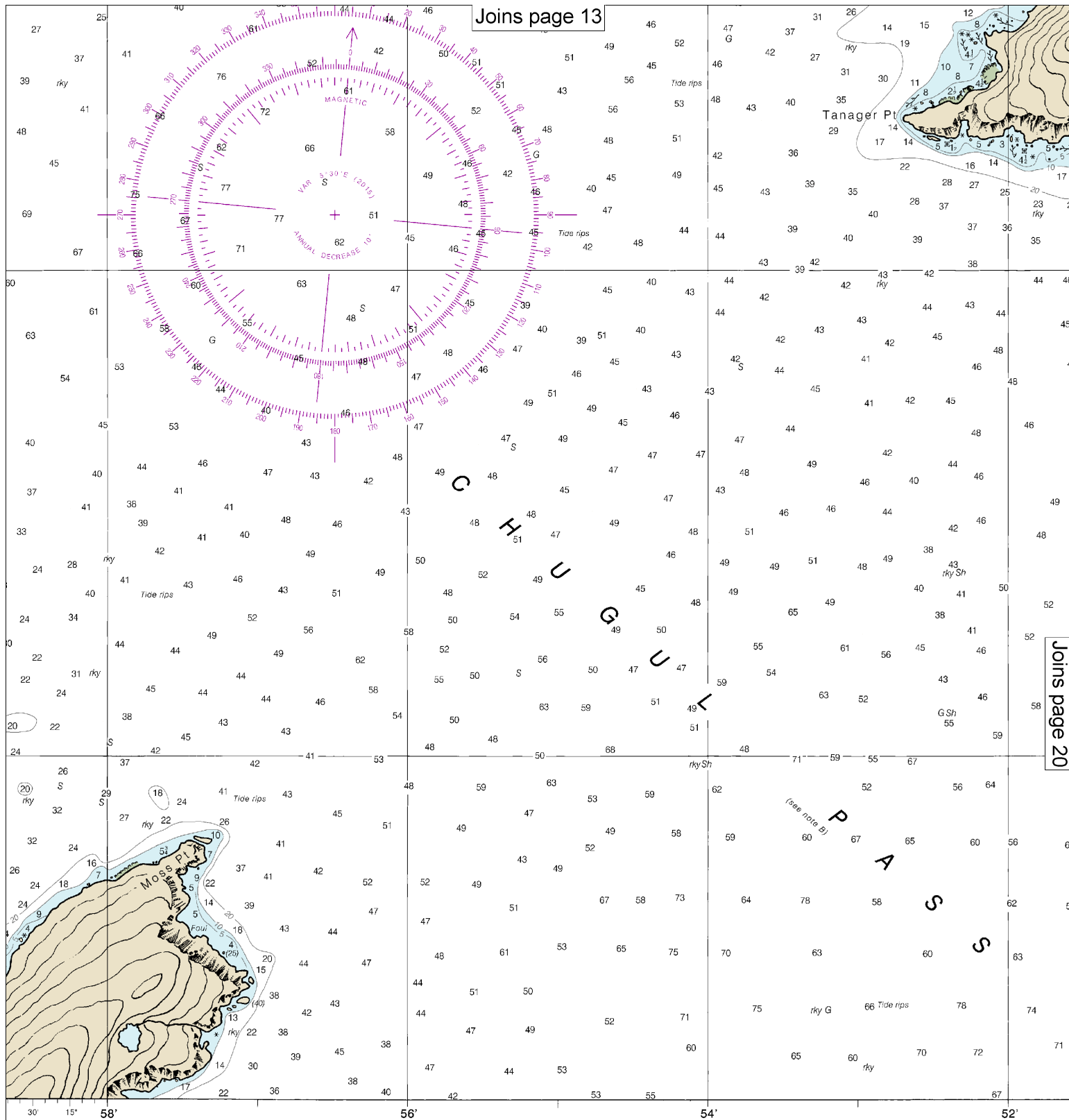
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Printed at reduced scale.

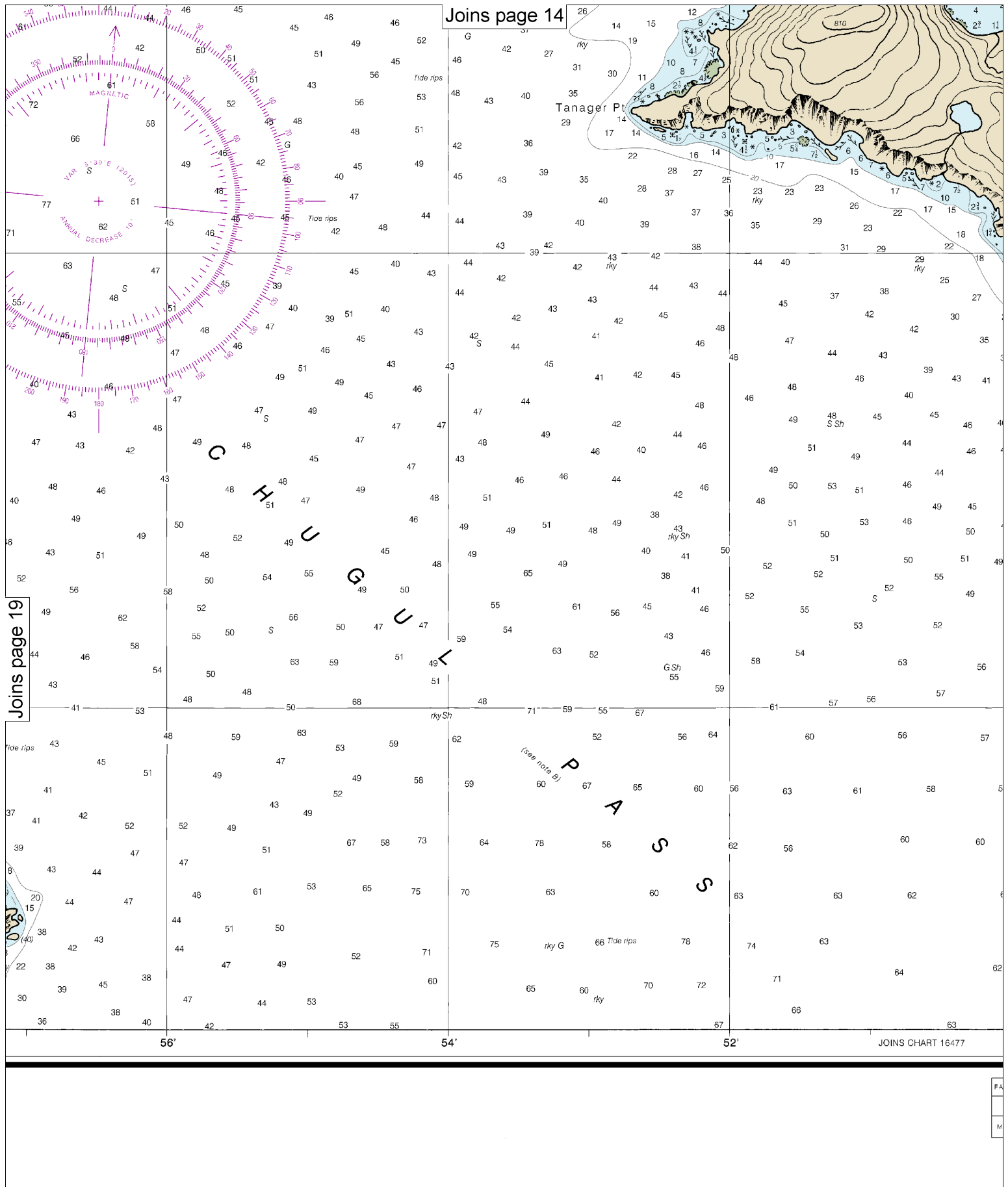
SCALE 1:30,000
Nautical Miles

See Note on page 5.





Washington, D.C.
 DEPT. OF COMMERCE
 NATIONAL OCEANIC AND
 ATMOSPHERIC ADMINISTRATION
 OCEAN SERVICE
 Nautical Chart Survey



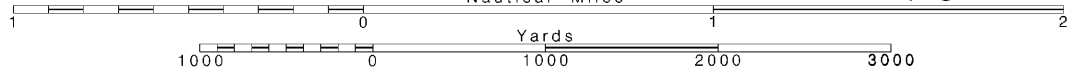
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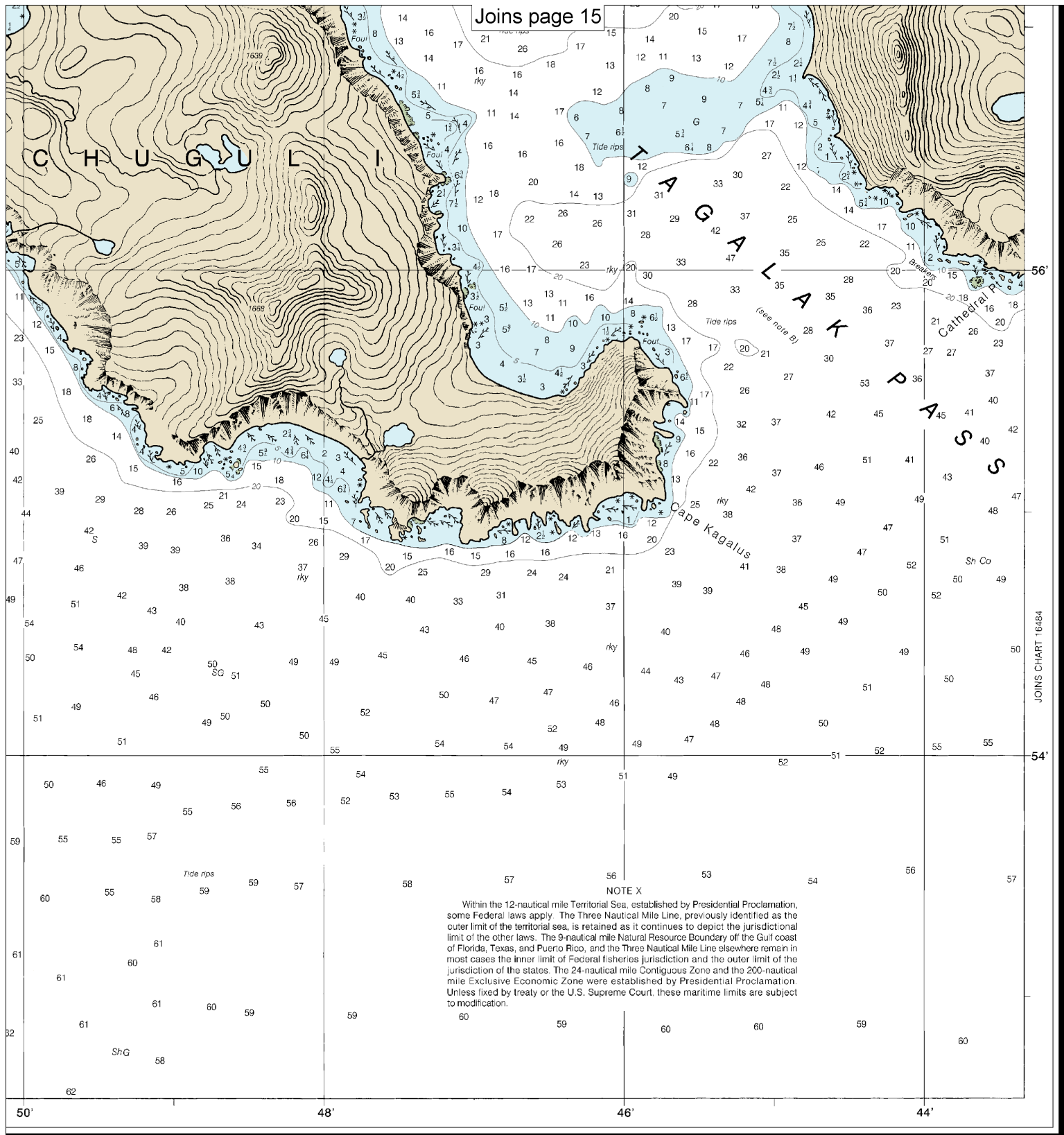
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:30,000

See Note on page 5.





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Tagalak Island to Great Sitkin Island
SOUNDINGS IN FATHOMS - SCALE 1:30,000

16478



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.